NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON – NEW YORK
SUPPLEMENTAL BULLETIN ORDER No. BNY1-28-a (All Lines)
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Boston – New York Bulletin Order(s) in effect: BNY1-28SUM, -1-28-a

When a change is made via Bulletin/General Order (New, Modified, or Deleted):

- The italicized font explains what the changes are *(New, Modified, or Deleted)*
- The yellow highlights indicate where the changes are made.
- Once the changes are effective, the yellow highlights are removed when added to the summary bulletin order.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

I. System Instructions

A. Electrical Operating Rules and Instructions AMT-2 05/05/26

The AMT-2, originally scheduled to take effect on May 4, 2026, will now be implemented on June 1, 2026. The AMT-2 rules below will remain in effect until the new manual is issued.

1. 1.5 Pantographs 07/14/25

AMT-2 1.507 is modified. NexGen HST is added. "HST Type 2 (Acela 21) power units are electrically connected" is deleted.

1.507 Where two pantographs are located on one unit, they are electrically connected. The pantograph in the UP position energizes the pantograph that is in the DOWN position. When either of the pantographs is in the UP position, both pantographs must be considered energized (LIVE) until such time as the jumpers are physically removed from between the pantographs/cars. Married pair cars have a high voltage bus jumper connecting the pantograph on one unit to the transformer on the second unit. High Speed Trainset (HST) Type 1 power units are considered separate units. NexGen High-Speed Trainset power units are electrically connected.

2. 2.3 Pantograph Operations 07/14/25

AMT-2 2.301 is modified. NextGen HST is added.

2.301 Under normal operation of single or coupled electric locomotives the trailing pantograph must be up on each unit. When a trailing pantograph is defective, it must be down and the lead pantograph must be up. HST Type I must be operated with the pantograph knuckles facing forward on both power cars for the direction of movement. On a HST, when a pantograph with the knuckle facing forward is defective, it will be down and the pantograph with the rearward facing knuckle will be up. On the NextGen HST, under normal operating conditions will operate with one paragraph up on the trailing power, with the knuckle facing forward. Each power car is equipped with one pantograph assembly. Tractive power will be supplied to the lead power car via a roof mounted high voltage link.

3. 2.801 Electric Power Restrictions 07/14/25

AMT-2 2.801 Table 9 is modified. NextGen HST is added.

2.8 Table 9 - ELECTRIC POWER REQUIREMENT RESTRICTIONS

Equipment	Controller Position/Power Effort Must Not Exceed:	Notes
NexGen HST	75% tractive effort	…

4. 3.1 Electric Engine 07/14/25

AMT-2 3.101 is modified. NexGen HST is added.

3.101 E. NextGen High-Speed Trainsets: Pantograph(s) must be down Type 10 automatic couplers must be connected between units allowing for the mechanical, pneumatic, and electrical coupling of two trainsets. 480 VAC cables cannot be applied to the trainset when being towed by a locomotive.

B. A-S4. Books In Effect **05/05/26**

SI A-S4 is modified. New AMT-2 planned to go into effect May 4, 2026, will now be in effect June 1, 2026.

Operating Practices will no longer print paper copies of the AMT-2 manual. It will be the responsibility of each department/company to distribute and ensure their employees have the required documents. The digital version of the AMT-2 can be found on the Comply365 System.

- Electrical Operating Instructions (AMT-2), June 1, 2026. (Applies to all employees who work in Amtrak electrified territory)

Amtrak System Operating Practices

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